



John Carpenter
Legislative Fiscal Officer

STATE OF LOUISIANA
LEGISLATIVE FISCAL OFFICE
BATON ROUGE

Post Office Box 44097
Capitol Station
Baton Rouge, Louisiana 70804
Phone: 225.342.7233
Fax: 225.342.7243

To: The Honorable James Fannin, Chairman
Joint Legislative Committee on the Budget
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer
Matthew J. LaBruyere, Fiscal Analyst

Date: October 30, 2015

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION
FY 16 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 27, 2015.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

BUDGET SUMMARY, FISCAL YEAR 2015-16
Greater New Orleans Expressway Commission

	Actual	Actual	Approved	Estimated	Requested	Apprvd	Page	Notes
	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>Year End</u> <u>FY 15</u>	<u>FY 16</u>	<u>FY 15</u> <u>vs. FY 16</u>	<u>No.</u>	
Means of Finance								
Highway Fund No. 2	\$5,966,844	\$5,895,434	\$5,800,000	\$6,098,185	\$5,800,000	0.00%	3	
Tolls	\$16,212,070	\$16,146,120	\$16,143,000	\$16,363,000	\$16,498,000	2.20%	3, 7-8	See graphs on page 8
Interest Income	\$8,349	\$43,810	\$25,000	\$25,000	\$25,000	0.00%	3	
Other Revenue	<u>\$5,997</u>	<u>\$75,738</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>0.00%</u>		
Total MOF	\$22,193,260	\$22,161,102	\$21,978,000	\$22,496,185	\$22,333,000	1.60%		
Expenditures								
Salaries	\$3,792,969	\$3,967,580	\$4,283,930	\$3,928,037	\$4,385,477	2.40%	4, 9	0-6% Merit Inc.
Related Benefits	\$1,704,418	\$34,180	\$2,086,471	\$1,870,591	\$2,198,424	5.40%	4, 9	Group ins. rate adj.
Other Compensation	<u>\$34,158</u>	<u>\$1,842,624</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>0.00%</u>	9	Commissioners' salaries
Personnel Svcs.	\$5,531,545	\$5,844,384	\$6,404,581	\$5,832,808	\$6,618,081	3.30%		
Operating Services	\$3,176,710	\$3,255,523	\$3,260,000	\$3,343,558	\$3,225,000	-1.10%	4, 10	Decrease in insurance
Supplies	<u>\$1,492,389</u>	<u>\$1,589,028</u>	<u>\$1,342,300</u>	<u>\$1,249,765</u>	<u>\$1,305,800</u>	<u>-2.70%</u>	4, 10-11	
Operating Expenses	\$4,669,099	\$4,844,551	\$4,602,300	\$4,593,323	\$4,530,800	-1.60%		
Professional Services	<u>\$191,795</u>	<u>\$201,229</u>	<u>\$197,200</u>	<u>\$243,884</u>	<u>\$211,500</u>	<u>7.30%</u>	5, 11	
Debt Service	\$4,633,475	\$4,535,948	\$4,220,484	\$4,220,484	\$4,288,544	1.60%	5, 13	Debt service sch., pg. 13
State Surplus-HPL	<u>\$1,721,665</u>	<u>\$1,853,866</u>	<u>\$1,934,498</u>	<u>\$1,693,020</u>	<u>\$1,941,121</u>	<u>0.30%</u>	5, 12, 14	
Other Charges	\$6,355,140	\$6,389,814	\$6,154,982	\$5,913,504	\$6,229,665	1.20%		
Acquisitions	\$265,507	\$286,040	\$355,112	\$355,112	\$505,603	42.40%	5, 15-16	New police vehicles
Maj Rep / Cap Imps	<u>\$5,180,174</u>	<u>\$4,595,084</u>	<u>\$4,263,825</u>	<u>\$5,557,554</u>	<u>\$4,237,351</u>	<u>-0.60%</u>	5, 16-19	
Acquisitions/Repairs	\$5,445,681	\$4,881,124	\$4,618,937	\$5,912,666	\$4,742,954	2.70%		
Total Expenditures	\$22,193,260	\$22,161,102	\$21,978,000	\$22,496,185	\$22,333,000	1.60%		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2015; therefore, its annual operating budget is being presented at this time.

BUDGET SUMMARY

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 16 budget that represents a 1.6% increase, or \$355,000 total means of finance, from the budget approved by the JLCB for FY 15. The Commission anticipates an increase in toll revenues of \$355,000 more than originally budgeted in FY 15.

MEANS OF FINANCING

State Highway Fund Number 2

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are disbursed as follows: 1) fifty percent (50%) accruing to GNOEC, 2) all monies collected from Orleans Parish are deposited into the New Orleans Ferry Fund and 3) the remaining funds are deposited into the Transportation Trust Fund (TTF-R). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 16 of \$12.3 M, the GNOEC's anticipated share of revenue is anticipated to total \$6.15 M in State Highway Fund No. 2 dollars in FY 16. However, GNOEC wanted to be conservative and the board has approved a budgeted amount of \$5.8 M since that amount has been budgeted the previous three years.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its annual debt service payment, projected to be \$4,288,544 in FY 16. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$1,511,456 (\$5,800,000 Highway Fund #2 revenue - \$4,288,544 debt service).

Toll Revenues/Interest Income

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 16 is projected to increase by approximately 2.2% from the amount originally projected for FY 15. Toll revenues are budgeted at \$16,498,000 for FY 16, which is \$365,000 more than the total approved in FY 15 (\$16,143,000).

The total number of one-way crossings on the expressway is anticipated to be 6,534,960 in FY 16 as opposed to a projected 6,413,600 in FY 15, or 121,360 more crossings (see graphs on page 7). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to remain static at \$25,000. According to the GNOEC, interest collections continue below historic levels due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

EXPENDITURES

Personnel Expense (Salaries and Related Benefits)

The salaries and related benefits expenditure category is requested at 3.3% more than the amount approved in FY 15, which includes an increase of 0.5 fulltime equivalent employee (FTE) from a total of 114 in FY 15 to 114.5 in FY 16. This increase is due to the addition of a part-time toll collector position. The number of FTEs by category for FY 16 is 16.5 administrative and 83 non-administrative for a total of 99.5. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (12 FTEs) are allocated to HPL Bridge expenditures.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 16, the Commission authorized merit based pay increases ranging from 0% to 6%. Only 1 FTE (bascule operator) received a 6%. Under the proposed budget, approximately 95 positions will be eligible to receive merit increases at an annual total salary and related benefits cost of \$145,030.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive supplemental pay. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$56,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 16 is requested at 5.4% more than the approved budget for FY 15. The Parochial Employee's Retirement System will decrease the employer contribution share from 14.50% to 13% effective January 1, 2016. Group insurance and retiree insurance will increase by 11.1%. This change results in an increased related benefit expenditure of approximately \$112,000 annually. The increase is due to greater health insurance usage than anticipated and a 7% increase in insurance costs.

Operating Expenses (Operating Services / Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 16 budget request for total operating expenses is \$4,530,800, which is a decrease of \$71,500, or 1.6% less than what was approved in FY 15. The bulk of this decrease is due to a projected decrease in property insurance expenses of \$100,000, a fuel decrease of \$45,000 and a rent decrease of \$30,000. The decrease is partially offset by a projected increase in unused sick and vacation leave of \$50,000 as a result of a policy change and computer software upgrades resulting in a \$20,000 computer maintenance increase.

Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$16,500), legal counsel (\$100,000), investment consultation (\$6,000) and accident investigation (\$4,000). The total projected professional services expenditure totals \$211,500, which is an increase of approximately \$14,300, or 7.3% more than the approved budget level for FY 15. The primary anticipated increases associated with this expenditure item are a result of increasing the legal counsel contract by \$20,000.

Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 16 will total \$4,288,544.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, the Washington Parish Infrastructure and Park Fund and the City of New Orleans. The City of New Orleans allocates its funding for use by the New Orleans Recreation Department and the New Orleans Police Department. A total of all such payments is \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,941,121 for FY 16 expenditures paid from anticipated surplus revenues. Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. This represents a requested increase of \$6,623, or 0.4%, above the level approved for FY 15. The increase is primarily related to an increase of \$13,153 in salaries and benefits. The increase is partially offset by a decrease of \$7,400 in capital acquisitions.

Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes an increase of \$150,491, or 42.4%, in acquisitions expenditures to a new total of \$505,603. The majority of the FY 15 increase is a result purchasing more vehicles than in FY 15. The major repairs and capital improvements expenditure category decreases by \$26,474, or 0.6%, from the amount approved in FY 15. The FY 16 requested amount for major repairs and capital improvements is \$4,237,351. The total budget request for Acquisitions and Major Repairs is \$4,742,954.

The approved budget request for the capital improvements/rehabilitation program includes twelve (12) projects. These projects include: *North Channel Bascule Mechanical Maintenance (\$500,000), *Monroe Street Overpass and Frontage Road Rehabilitation (\$1,000,000), *Resurface Pavement - South Marine Crossing (\$420,000), 9-Mile Turnaround Spans (\$2,600,000), Demolition of 9-Mile Turnaround (\$1,300,000), Replace Dynamic Message Signs (\$2,800,000), Replace Call Boxes (\$370,000), North Toll Plaza Canopy Roof and Lightning Protection (\$450,000), North Toll Plaza Police Building Renovations (\$300,000), North Toll Plaza Generator Fuel Relocation (\$300,000), 9-Mile Cell Tower Relocation (\$1,425,000), North Toll Plaza Site Work (\$450,000) and Northshore Maintenance Facility Improvements (\$370,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (*) above, as well as continuing projects started with funds accrued in prior fiscal years.

BUDGET ISSUES

As a result of the number of projects proposed for FY 16 and the cost associated with the projects, the amount of available funding that is carried forward each year is significantly less. To the extent the requested projects are completed in FY 16, the balance at the end of the year will be approximately \$6.9 M, which is less than the FY 15 projected ending balance of \$10.5 M and less than the FY 13 and 14 ending balances of \$22.3 M and \$22.3 M, respectively. The impact of a significantly reduced carry forward balance would be either fewer capital improvement/rehabilitation projects for future years or smaller, less costly projects would be undertaken.

Guard Rails and Safety Bays

The GNOEC is currently exploring the possibility of increasing the height of the rails on the southbound span. Since 1994, the first year a vehicle went over the railing, twelve vehicles have gone overboard which have resulted in 9 fatalities. Eleven of the twelve vehicles have been trucks or sport utility vehicles. There has only been 1 vehicle that has gone overboard while traveling on the northbound span and that occurred in 1994. The other 11 vehicles went overboard on the southbound span. The southbound span is the older of the two spans and has a lower rail height compared to the northbound span. The southbound span, opened in 1956, has a rail height of 25 inches compared to the northbound span, opened in 1969, with a height of 31 inches.

GNOEC has contracted with Texas A&M University to develop a rail that would fasten to the top of the existing rails on the southbound and northbound spans. There are currently two options being tested. Option A would increase the rail height of the southbound span by 21 inches for a total rail height of 46 inches (25 inch existing rail height + 21 inch addition). It would include 2 bars spanning the length of the bridge on both sides and would be secured to the bridge by a bolt on the top and side of the existing rail. Option B would increase the rail height on the northbound span by 12 inches for a total rail height of 43 inches (31 inch existing rail height + 12 inch addition). It would include 1 bar spanning the length of the span on both sides and would be secured to the bridge by 1 bolt on the top of the existing rail. The utilization of the rail option for both spans would depend on available funding for the project.

In addition to the rail options, another option being explored for the bridge is safety bays. The safety bays would be a lane added to each span of the bridge that would allow vehicles to pull off in case of vehicle trouble or wrecks. The concept calls for 12 spans at 56 feet in length to be added on the southbound span and 8 spans at 84 feet to be added on the northbound span. This would add 672 feet of addition lanes on each span.

The rail project could cost be as much as \$50 M and the safety bay project could cost as much as \$60 M. However, the exact cost to construct the rail options and safety bays is unknown at this time. There is currently no funding available for the projects and a funding stream has not been identified. According to GNOEC, tolls would not be raised to fund the project.

GNOEC have applied for federal grants, such as the Transportation Investment Generating Economic Recovery (TIGER Grant), to fund the project as well as selling bonds for the project. TIGER grants are awarded by the U.S. Department of Transportation for road, rail, transit and port projects that solve infrastructure problems across the country. The applicant's projects are judged on safety, economic competitiveness, state of repair, livability and environmental sustainability. The grant offers broad eligibility and can be awarded directly to any public entity. GNOEC is also applying for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. TIFIA is a federal loan program that provides credit assistance for regional and national large-scale projects. The credit assistance cannot exceed thirty-three percent (33%) of the anticipated cost.

TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

PRIOR AND CURRENT TOLL SCHEDULE

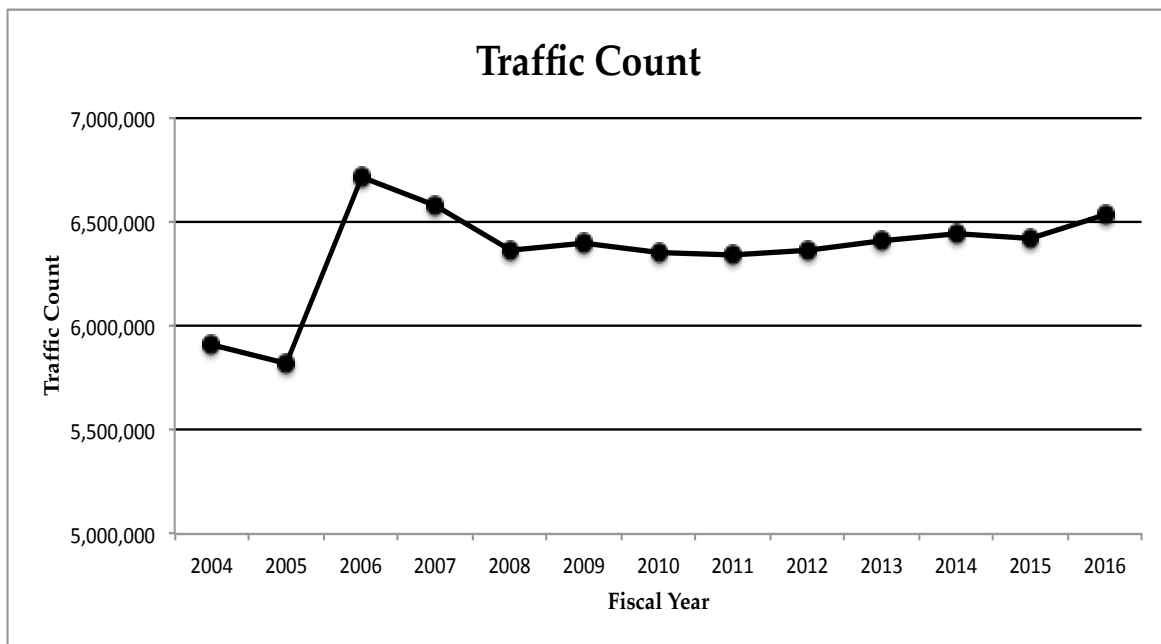
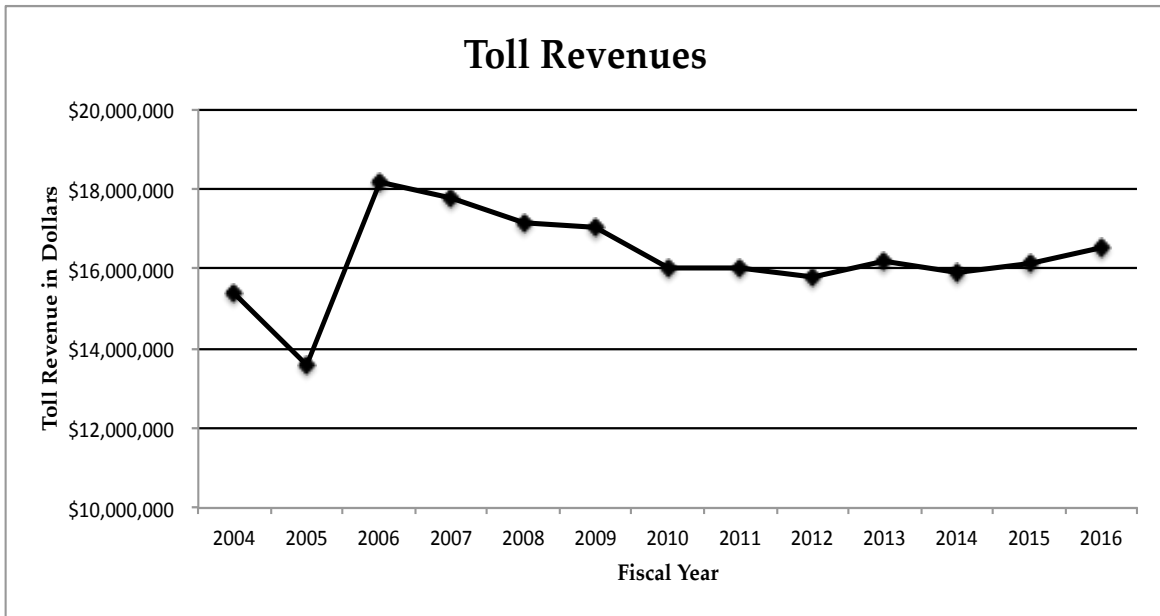
<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 16 are projected to increase by approximately 2.2% from the amount approved for FY 15. Toll revenues are budgeted at \$16,498,000 for FY 16, or \$355,000 more than the \$16,143,000 approved in FY 15 and actually collected in FY 14. On page 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 16. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time with the first large increase projected for FY 16.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
2006	\$18,184,159	6,707,603
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
2012	\$15,811,025	6,364,746
2013	\$16,212,070	6,409,719
2014	\$15,916,000	6,445,170
*2015	\$16,363,000	6,413,600
*2016	\$16,498,000	6,534,960

*Figures are projected through end of FY 15 and estimated for FY 16.



PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual FY 13</u>	<u>FTE</u>	<u>Actual FY 14</u>	<u>FTE</u>	<u>Approved FY 15</u>	<u>FTE</u>	<u>Requested FY 16</u>
General Manager	1	\$110,250	1	\$114,660	1	\$120,000	1	\$122,250
Office Personnel	19	\$753,589	19	\$728,645	18.5	\$783,848	18.5	\$804,766
<u>Less: HPL Adm.</u>	<u>(3)</u>	<u>(\$134,411)</u>	<u>(3)</u>	<u>(\$129,897)</u>	<u>(3)</u>	<u>(\$134,202)</u>	<u>(3)</u>	<u>(\$137,265)</u>
Total Administrative Salaries	17	\$729,428	17	\$713,408	16.5	\$769,646	16.5	\$789,751
Toll Collectors	15.5	\$452,483	15.5	\$493,970	15.5	\$494,120	16	\$514,396
Bridge Monitors	4.5	\$127,557	4.5	\$56,398	2	\$62,893	2	\$33,737
Maintenance	28	\$862,553	28	\$914,347	28	\$1,053,682	28	\$1,092,927
Bascule Operators	5	\$194,337	5	\$205,428	5	\$197,081	5	\$200,408
Dispatch	12	\$469,835	12	\$466,645	12	\$498,517	12	\$539,803
Police	32	\$1,663,378	32	\$1,866,689	32	\$2,008,915	32	\$2,022,865
<u>Less: HPL Operations</u>	<u>(13)</u>	<u>(\$706,602)</u>	<u>(14)</u>	<u>(\$749,255)</u>	<u>(13)</u>	<u>(\$800,924)</u>	<u>(12)</u>	<u>(\$808,410)</u>
Total Operations Salaries	84	\$3,063,541	83	\$3,254,222	81.5	\$3,514,284	83.0	\$3,595,726
TOTAL SALARIES	101.0	\$3,792,969	100.0	\$3,967,630	98.0	\$4,283,930	99.5	\$4,385,477
RELATED BENEFITS								
Parochial (Retirement)		\$840,084		\$808,117		\$875,262		\$805,933
Group Insurance		\$938,086		\$1,109,283		\$1,339,463		\$1,533,136
Retirees Group Benefits		\$163,070		\$164,934		\$198,417		\$175,000
Gov. Def. Comp. Plan		\$85,000		\$85,000		\$85,000		\$85,000
<u>Less: HPL Rel. Benef.</u>		<u>(\$321,822)</u>		<u>(\$324,710)</u>		<u>(\$411,671)</u>		<u>(\$400,645)</u>
Total Related Benefits		\$1,704,418		\$1,842,624		\$2,086,471		\$2,198,424
OTHER COMPENSATION*		\$34,180		\$34,180		\$34,180		\$34,180
Total Personnel Expense		\$5,531,545		\$5,844,434		\$6,404,581		\$6,618,081

*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 15 FTEs Approved (Including HPL Personnel)	114.0
FY 16 FTEs Requested (Including HPL Personnel)	114.5

Note: The position added in a part-time toll collector.

OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 15
<u>OPERATING SERVICES</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>to FY 16</u>
Advertising (Motorist Safety)	\$484	\$2,613	\$10,000	\$20,000	100.0%
Publication of Public Notices and Minutes	\$2,190	\$1,825	\$2,000	\$2,000	0.0%
Insurance	\$2,467,093	\$2,472,962	\$2,500,000	\$2,400,000	-4.0%
Travel	\$0	\$0	\$1,000	\$1,000	0.0%
Telephone and Radio	\$216,838	\$235,386	\$225,000	\$220,000	-2.2%
Utilities	\$224,658	\$212,549	\$205,000	\$205,000	0.0%
Bank/Visa Charge on Toll Deposits	\$218,011	\$217,828	\$200,000	\$210,000	5.0%
Bank Trustee Fees	\$8,500	\$6,401	\$10,000	\$9,000	-10.0%
Dues & Subscriptions	\$6,833	\$4,100	\$7,000	\$8,000	14.3%
<u>Unused vacation and sick leave</u>	<u>\$32,103</u>	<u>\$101,859</u>	<u>\$100,000</u>	<u>\$150,000</u>	<u>50.0%</u>
TOTAL OPER. SERVICES	\$3,176,710	\$3,255,523	\$3,260,000	\$3,225,000	-1.1%

There is a \$35,000 decrease, or 1.1%, from approved FY 15 to requested FY 16 due primarily to a projected decrease in insurance costs of \$100,000. The decrease in insurance costs is a result of securing a two-year renewal of property insurance at a lower rate. Unused vacation and sick leave increased by approximately \$50,000 as a result of a policy change to pay employees up to five days of unused vacation leave if not used by December 31st each year. Bank/Visa Charge on Toll Deposits increased by \$10,000 as a result of automatic rebills on accounts. Tag accounts increased by 399 since FY 14 and tag counts increased by 4,544 since FY 14. The tag counts for the GNOEC increased from 43,845 in 2006 to 97,283 in 2015, a 121.9% increase and the number of accounts increased from 33,191 in 2006 to 59,294 in 2015, a 78.6% increase.

SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 15
<u>SUPPLIES</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>to FY 16</u>
Office Expense and Supplies	\$295,649	\$315,077	\$281,880	\$260,150	-7.7%
Operating Expense and Supplies	\$563,514	\$721,260	\$588,750	\$557,800	-5.3%
<u>Repair and Maintenance Supplies</u>	<u>\$633,226</u>	<u>\$552,691</u>	<u>\$471,670</u>	<u>\$487,850</u>	<u>3.4%</u>
TOTAL SUPPLIES	\$1,492,389	\$1,589,028	\$1,342,300	\$1,305,800	-2.7%

Office Expense and Supplies:

The GNOEC is requesting a 7.7% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

Operating Expenses and Supplies:

The requested budget for FY 16 is \$557,800, or a 5.3% decrease from the previous approved budget and is attributed to decreased rent and auto and truck fuel. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

Repair and Maintenance Supplies:

The requested budget for FY 16 is \$487,850, or a 3.4% increase from the amount budgeted in FY 15. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

<u>PROFESSIONAL SERVICES</u>					
	Actual	Actual	Approved	Requested	FY 15
<u>PROFESSIONAL SERVICES</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>to FY 16</u>
Accounting and Finance					
Independent Audit	\$14,000	\$19,000	\$20,000	\$20,000	0.0%
<u>Accounting Services</u>	<u>\$55,656</u>	<u>\$59,561</u>	<u>\$70,000</u>	<u>\$65,000</u>	-7.1%
Total Accounting and Finance	\$69,656	\$78,561	\$90,000	\$85,000	-5.6%
Engineering					
Engineering Traffic Consultant	\$7,000	\$7,000	\$7,200	\$8,000	11.1%
<u>Engineering Consultant</u>	<u>\$6,477</u>	<u>\$11,402</u>	<u>\$10,000</u>	<u>\$8,500</u>	-15.0%
Total Engineering	\$13,477	\$18,402	\$17,200	\$16,500	-4.1%
Litigation & Legal Representation					
<u>General Counsel</u>	<u>\$95,799</u>	<u>\$99,219</u>	<u>\$80,000</u>	<u>\$100,000</u>	25.0%
Other Professional Services					
Investment Consultant	\$5,363	\$5,047	\$6,000	\$6,000	0.0%
Other	\$7,500	\$0	\$0	\$0	0.0%
<u>Accident Investigation</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000</u>	<u>\$4,000</u>	0.0%
Total Other Professional Services	\$12,863	\$5,047	\$10,000	\$10,000	0.0%
TOTAL PROF. SERVICES	\$191,795	\$201,229	\$197,200	\$211,500	7.3%

Not included in this category are the engineering costs associated with Major Repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. Litigation and legal representation includes general legal consultation and litigation, which has increased by \$20,000 which is a result of dealing with employee issues and an increase in maximum hourly fees.

The Accident Investigation for \$4,000 in Professional Services is to hire a company to investigate a major crash, in the event there is one. An accident investigator was last hired in FY 12 at a cost of \$2,400.

OTHER CHARGES

<u>Other Charges</u> <u>Expenditures</u>	<u>Actual</u> <u>FY 13</u>	<u>Actual</u> <u>FY 14</u>	<u>Approved</u> <u>FY 15</u>	<u>Requested</u> <u>FY 16</u>	<u>FY 15</u> <u>to FY 16</u>
<u>Debt Service</u>	<u>\$4,633,475</u>	<u>\$4,535,948</u>	<u>\$4,220,484</u>	<u>\$4,288,544</u>	<u>1.6%</u>
<u>Interagency Expense</u>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Tangipahoa Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
Total Act 875	\$150,000	\$150,000	\$150,000	\$150,000	0.0%
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Washington Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
Total Act 1227	\$200,000	\$200,000	\$200,000	\$200,000	0.0%
<u>Huey P. Long Bridge</u>	<u>\$1,371,665</u>	<u>\$1,503,866</u>	<u>\$1,584,498</u>	<u>\$1,591,121</u>	<u>0.4%</u>
Total Interagency Expense	\$6,355,140	\$6,389,814	\$6,154,982	\$6,229,665	1.2%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
TOTAL OTHER CHARGES	\$6,355,140	\$6,389,814	\$6,154,982	\$6,229,665	1.2%

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

DEBT SERVICE REQUIREMENTS
FY 16 and Forward

<u>Fiscal Year</u>	<u>Series 2009 Bonds Total Debt Service</u>	<u>Series 2013 Bonds Total Debt Service</u>	<u>Series 2014 Bonds Principal</u>	<u>Series 2014 Bonds Interest</u>	<u>Series 2014 Bonds Total Debt Service</u>	<u>Combined Total Debt Service Requirements</u>
2016	\$1,247,663	\$2,417,513	\$0	\$623,369	\$623,369	\$4,288,544
2017	\$1,244,906	\$2,422,763	\$0	\$623,369	\$623,369	\$4,291,038
2018	\$0	\$2,418,863	\$60,000	\$622,469	\$682,469	\$3,101,331
2019	\$0	\$2,417,663	\$65,000	\$620,594	\$685,594	\$3,103,256
2020	\$0	\$2,415,713	\$70,000	\$618,569	\$688,569	\$3,104,281
2021	\$0	\$2,421,963	\$65,000	\$616,544	\$681,544	\$3,103,506
2022	\$0	\$2,413,963	\$75,000	\$614,444	\$689,444	\$3,103,406
2023	\$0	\$2,416,588	\$75,000	\$612,194	\$687,194	\$3,103,781
2024	\$0	\$2,404,713	\$90,000	\$609,719	\$699,719	\$3,104,431
2025	\$0	\$2,403,813	\$90,000	\$607,188	\$697,188	\$3,101,000
2026	\$0	\$2,402,966	\$95,000	\$604,700	\$699,700	\$3,102,666
2027	\$0	\$2,399,409	\$100,000	\$601,894	\$701,894	\$3,101,303
2028	\$0	\$2,392,650	\$110,000	\$598,744	\$708,744	\$3,101,394
2029	\$0	\$0	\$2,545,000	\$558,919	\$3,103,919	\$3,103,919
2030	\$0	\$0	\$2,625,000	\$479,728	\$3,104,728	\$3,104,728
2031	\$0	\$0	\$2,705,000	\$394,756	\$3,099,756	\$3,099,756
2032	\$0	\$0	\$2,810,000	\$294,600	\$3,104,600	\$3,104,600
2033	\$0	\$0	\$2,920,000	\$180,000	\$3,100,000	\$3,100,000
2034	\$0	\$0	\$3,040,000	\$60,800	\$3,100,800	\$3,100,800
TOTAL	\$2,492,569	\$31,348,575	\$17,540,000	\$9,942,597	\$27,482,597	\$61,323,741

HUEY P. LONG BRIDGE
Interagency Transfer

<u>Huey P. Long Bridge</u>	<u>Approved FY 15</u>	<u>Requested FY 16</u>	<u>FY 15 to FY 16</u>
Administrative			
Administrative Salaries	\$134,202	\$137,265	2.3%
Payroll Taxes	\$21,237	\$19,661	-7.4%
Payroll Benefits	\$44,741	\$47,347	5.8%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
Total Administrative Function	\$200,180	\$204,273	2.0%
Operations			
Police Patrol	\$633,988	\$639,320	0.8%
Dispatch	\$116,069	\$121,821	5.0%
Payroll Taxes	\$131,028	\$120,266	-8.2%
Payroll Benefits	\$183,825	\$193,968	5.5%
Materials, Supplies, and Maint.	\$90,000	\$90,000	0.0%
Telephone and Radio	\$30,000	\$40,000	33.3%
Unused Vacation and Sick Leave	\$5,500	\$10,000	81.8%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
Total Operations	\$1,218,410	\$1,243,375	2.0%
Maintenance			
Maintenance Personnel	\$50,868	\$47,270	-7.1%
Payroll Taxes	\$8,241	\$6,949	-15.7%
<u>Payroll Benefits</u>	<u>\$22,599</u>	<u>\$12,454</u>	<u>-44.9%</u>
Total Maintenance	\$81,708	\$66,673	-18.4%
<u>Capital Acquisitions</u>	<u>\$84,200</u>	<u>\$76,800</u>	<u>-8.8%</u>
TOTAL HUEY P. LONG BRIDGE	\$1,584,498	\$1,591,121	0.4%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$6,623, or 0.4%. The change is due primarily to an increase of \$13,153 in salaries and payroll benefits and a decrease of \$7,400 in capital acquisitions.

ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 16</u>
Causeway Police	\$234,900
Maintenance	\$260,829
<u>Operations & Administration</u>	<u>\$9,874</u>
Total Capital Acquisitions	\$505,603
Major Repairs	
Extraordinary Maintenance and Consulting Engineering	\$225,000
Annual AASHTO Inspection	\$550,000
Emergency and Periodic Repairs	\$25,000
Preventative Maintenance of Mechanical & Electrical Systems	\$400,000
<u>System Improvements</u>	<u>\$250,000</u>
Total Major Repairs	\$1,450,000
Capital Improvements/Rehabilitation Program	
Monroe Street Overpass & Frontage Road Rehabilitation	\$1,000,000
Resurface Pavement South Marine Crossing	\$420,000
9-Mile Turnaround Spans (Widening)	\$2,600,000
Replace the Dynamic Message Signs	\$2,800,000
Replace the Call Boxes	\$370,000
9-Mile Turnaround Demolition	\$1,300,000
9-Mile Cell Tower Relocation	\$1,425,000
North Channel Bascule Mechanical Maintenance	\$500,000
Northshore Maintenance Facility Improvements	\$370,000
North Toll Plaza Generator Fuel Relocation	\$300,000
North Toll Plaza Police Building Renovations	\$300,000
North Toll Plaza Canopy Roof and Lightning Protection	\$450,000
North Toll Plaza Site Work	\$450,000
Funds carried forward from Prior Year (Beginning Balance)	(\$10,464,731)
<u>Funds carried forward to Next Year</u>	<u>\$6,967,082</u>
Total Cap. Improvements/Rehabilitation Program	\$8,337,351
TOTAL ACQUISITIONS, MAJ. REPAIRS & CAP IMPROVEMENTS	\$10,292,954

Acquisitions, Major Repairs/Capital Improvement Expenditure Category

Capital Acquisitions

Capital Acquisitions total \$505,603 in FY 16 and include items such as vehicles, radios and various Causeway police equipment. This category is requested at 42.4% more than the amount budgeted in FY 15. In FY 15, GNOEC purchased a new rescue truck, a pickup truck and 6 Ford Police Interceptors and equipment. The increase in FY 16 is a result of purchasing additional trucks and equipment. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 16 total \$234,900 and the expenditures include the purchase of six (6) Ford Police Interceptor Units with light bars - \$177,600, six (6) Stalker Radars - \$15,000, six (6) Watchguard In-Car Video systems - \$37,800 and three (3) inflatable boats - \$4,500.

Maintenance acquisitions for FY 16 total \$260,829 and include the purchase of one (1) F-650 attenuator truck with accessory equipment - \$114,609, one (1) F-150 pickup truck (\$33,345), one (1) F-250 pickup truck (\$33,437), two (2) light bars (\$3,450), one (1) Miller welding machine (\$3,690), one (1) F-350 rescue truck and light bar (\$66,996), one (1) Motorola 700 MHz Radio - \$2,668, one (1) Stokes Basket \$1,339 and one (1) Automated External Defibrillator Machine \$1,295.

Operations and Administration acquisitions for FY 16 total \$9,874 and include one (1) antenna analyzer (\$1,100), ones (1) lane controller computer (\$3,694), and one (1) ATEN remote access switch (\$5,080).

Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 16 is recommended at \$9,787,351. Funds carried forward to FY 16 represent \$10,464,731 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$6,967,082 from FY 16 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed below equals \$13,735,000.

The budget approved by the GNOEC on August 15, 2015 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated).

Extraordinary Maintenance & Consulting Engineering - \$225,000

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

Annual AASHTO Inspection of Facilities & Security Inspection - \$550,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

Emergency and Periodic Repairs - \$25,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

Preventative Maintenance Electrical/Mechanical Systems - \$400,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/Call Box System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

System Improvements - \$250,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal transportation funds.

North Channel Bascule Mechanical Maintenance - \$500,000

The project provides for maintenance of the mechanical portion of the bascule and other repairs not covered during prior projects. The project will involve shimming the load bearings, replacing a lock bar and lock bar operation.

Resurface Pavement (Part A) South Marine Crossing - \$420,000

The project provides for the resurfacing of the lightweight concrete decks at the South Marine Crossing (8-Mile Hump). The existing epoxy asphalt surface, applied more than eighteen years ago, has become badly worn, particularly in the wheel tracks of both lanes on both bridges. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

9-Mile Turnaround Spans (Crossover #5 Widening) - \$2,600,000

The permanent restoration to be undertaken under this project is the repair and or replacement of the 9-mile turnaround spans on the bridge. FHWA has allocated a percentage of funding for the project. The GNOEC has worked with the FHWA to repair the 9-mile turnaround versus the widening of Crossover #5. FHWA prefers that Crossover #5 be widened.

Demolition of 9-Mile Turnaround - \$1,300,000

The project will remove the lower level spans of the 9-mile turnaround. In the aftermath of Hurricane Isaac, the LA DOTD and GNOEC assessed the damage and costs for the emergency repair and permanent restoration. FHWA will provide a percentage of funding for this project.

Replace Dynamic Message Signs - \$2,800,000

The Causeway currently has dynamic variable message signs at the toll plazas, crossovers and approach roads. These signs are used to alert motorists to potentially hazardous conditions on the bridge. The project will replace a total of 15 dynamic message signs. The existing DMS, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the dynamic message signs with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

Replace Call Boxes - \$370,000

Emergency call boxes are currently located at four-tenth mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

9-Mile Cell Tower Relocation - \$1,425,000

The 9-Mile Turnaround and access ramps are subject to damage from hurricanes. Each was damaged during Hurricanes Katrina and Isaac. 9-Mile Turnaround Spans were designed to replace the spans of the turnaround at their current location. During plan development, a lower cost alternate to widen Crossover 5 was examined. The FHWA has approved the widening of Crossover 5 due to its lower cost and lower probability of damage from future hurricane events. This project covers the GNOEC's portion of the expense to relocate the cell towers from the 9-Mile Turnaround.

Monroe Street Overpass and Frontage Road Rehabilitation - \$1,000,000

The project was originally constructed in the early 1990s and needs to be rehabilitated. The bridge repairs will result in the replacement of expansion joint seals, epoxy repair of cracks in bent caps, bridge drain restoration and repair of brick fascia. The Frontage Road repairs will consist of removal and replacement of a damaged guardrail, extension of culvers and cleaning of the drainage system and replacement of the striping and pavement markers.

North Toll Plaza Canopy Roof and Lightning Protection - \$450,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The project will be scheduled after the dynamic message sign has been removed and replaced on the truss.

North Toll Plaza Police Building Renovations - \$300,000

The GNOEC police office was moved to the Northshore during the Corps of Engineers Hurricane Protection Work. The police office currently consists of three small rooms and a reception area total of 832 square feet. This project will expand the current building to include a Sergeant's office, an evidence storage area, firearm storage area, a meeting room for roll call, restrooms, and a break room.

North Toll Plaza Generator and Fuel Relocation - \$300,000

This project will relocate the emergency generator and fuel tank as a result of the police building renovations. The GNOEC will have both diesel and gasoline available for vehicles at North Toll Plaza

North Toll Plaza Site Work - \$450,000

As a result of the police building renovations, approximately 15 parking spaces will be removed and a driveway will be closed. This project will restore the lost parking spaces and revise the driveway to accommodate toll turnarounds and fog operations. The project will also include maintenance to the north parking lot.

Northshore Maintenance Facility Improvements - \$370,000

This project will include renovations to a building constructed in 1998 and the construction of a new storage area for GNOEC maintenance equipment and spare part inventories. The renovations will include the roof replacement over offices, replacement of gutters and downspouts, replacement of roll-up doors, replacement of air-conditioning units, replacement of flooring and painting and installation of shelving in storage areas.

The Commission intends to carry forward \$6,967,082 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 17 and future years. The anticipated FY 17 projects are the North Approach Road Rehabilitation, High Voltage Power System Control System Upgrade, Bearing Pad Replacement and CCTV and Radar Maintenance Upgrades. In future years, the GNOEC intends to begin cleaning and adjusting bearing and leveling of the southbound span, structural repairs to the underside of the bridge, painting of the steel spans and pile encapsulation. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

*During FY 16, the GNOEC has two projects ongoing that are receiving construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These two projects (9 Mile Turnaround Spans & Demolition of 9 Mile Turnaround) are associated with simultaneous repairs and improvements associated with damage incurred during Hurricanes Katrina and Isaac. In both cases, the GNOEC is solely responsible for all costs associated with pre-construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the Louisiana Department of Transportation and

Development (DOTD) will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus five percent retainage, up to the maximum amount of federal allocation available for the project.

Salary Information for Filled Positions as of August 26, 2015

ADMINISTRATION

TITLE/POSITION	DATE HIRED	FULL/ PART-TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
General Manager	9/1/09	FULL	120,000.00	122,250.00	1.88%
Chief Financial Officer	5/28/03	FULL	73,000.00	74,500.00	2.05%
North Shore Supervisor	8/1/81	FULL	70,345.60	72,345.60	2.84%
Human Resources Director	6/16/95	FULL	67,496.00	70,871.00	5.00%
Executive Secretary	10/2/00	FULL	43,347.20	44,597.20	2.88%

COMMUTER SALES - TOLL TAG OFFICES

Consumer Sales Leaderman	2/22/06	FULL	33,000.00	33,000.00	0.00%
South Shore Tag Office	7/24/09	FULL	23,608.00	24,257.22	2.75%
North Shore Tag Office	11/22/99	FULL	26,686.40	27,486.99	3.00%
North Shore Leaderman	11/28/08	FULL	28,100.80	28,943.82	3.00%

ACCOUNTING

Clerical	4/1/08	FULL	22,497.28	23,545.60	4.66%
Toll Analyst	1/26/09	FULL	31,304.00	32,760.00	4.65%
Bookkeeper	2/18/15	FULL	36,000.00	37,009.44	2.80%

RECORDS

Clerk	8/19/96	FULL	32,156.80	33,764.64	5.00%
-------	---------	------	-----------	-----------	-------

SECURITY CAMERAS COMMAND POST

Monitor	3/5/07	FULL	28,329.60	29,462.78	4.00%
Monitor	11/5/12	FULL	20,800.00	21,632.00	4.00%
Watch Commander	6/16/12	FULL	27,248.00	28,610.40	5.00%

CAUSEWAY BRIDGE POLICE

TITLE/POSITION	DATE HIRED	FULL/ PART-TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
Chief	8/5/08	FULL	103,251.20	103,251.20	0.00%
Lieutenant	2/16/87	FULL	74,692.80	77,598.35	3.89%
Sergeant	10/20/97	FULL	60,112.00	62,450.36	3.89%
Sergeant	3/15/99	FULL	58,281.60	60,548.75	3.89%
Sergeant/Evidence Officer	9/18/06	FULL	45,614.40	47,388.80	3.89%
Sergeant	10/12/87	FULL	72,488.00	75,307.78	3.89%
Sergeant	7/10/06	FULL	46,779.20	48,598.91	3.89%
Corporal	2/1/10	FULL	39,187.20	40,711.58	3.89%
Corporal	9/19/96	FULL	53,144.00	55,211.30	3.89%
Corporal	7/28/68	FULL	58,177.60	60,440.71	3.89%
Corporal	11/3/09	FULL	39,956.80	41,511.12	3.89%
Officer	1/2/14	FULL	35,692.80	37,081.25	3.89%
Officer	7/16/14	FULL	35,692.80	37,081.25	3.89%
Officer	7/1/14	FULL	35,692.80	37,081.25	3.89%
Officer	10/14/13	FULL	35,692.80	37,081.25	3.89%
Officer	1/16/14	FULL	35,692.80	37,081.25	3.89%
Officer	9/10/12	FULL	35,692.80	37,081.25	3.89%
Officer	3/12/07	FULL	34,320.00	35,655.05	3.89%
Officer	6/1/11	FULL	37,128.00	38,572.28	3.89%
Officer	8/16/11	FULL	37,128.00	38,572.28	3.89%
Officer	1/4/11	FULL	37,128.00	38,572.28	3.89%
Officer	10/4/10	FULL	37,128.00	38,572.28	3.89%

HUEY P. LONG BRIDGE POLICE

Sergeant	9/1/93	FULL	67,641.60	70,272.86	3.89%
Sergeant	3/22/99	FULL	58,260.80	60,527.15	3.89%
Corporal	3/17/08	FULL	42,411.20	44,061.00	3.89%
Officer	5/13/13	FULL	37,128.00	38,572.28	3.89%
Officer	5/12/14	FULL	35,692.80	37,081.25	3.89%
Officer	5/26/98	FULL	56,763.20	58,971.29	3.89%
Officer	11/5/14	FULL	34,320.00	35,655.05	3.89%

TOLL COLLECTORS - NORTH SHORE

TITLE/POSITION	DATE HIRED	FULL/ PART- TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
N.S. Toll Captain	1/30/96	FULL	35,152.00	36,558.08	4.00%
Toll Collector	1/21/14	FULL	20,987.20	21,616.82	3.00%
Toll Collector	11/3/14	FULL	20,800.00	21,320.00	2.50%
Toll Collector	12/4/14	FULL	20,800.00	21,320.00	2.50%
Leaderman	8/26/96	FULL	34,694.40	35,735.23	3.00%
Toll Collector	3/23/15	FULL	20,800.00	21,320.00	2.50%
Toll Collector	5/7/07	FULL	24,065.60	24,667.24	2.50%
Toll Collector	5/29/12	FULL	21,257.60	21,789.04	2.50%
Toll Collector	11/8/04	FULL	25,001.60	25,626.64	2.50%
Toll Collector	4/23/02	FULL	26,832.00	27,502.80	2.50%
Toll Collector	7/18/08	FULL	24,211.20	25,058.59	3.50%
Toll Collector	8/22/06	FULL	24,065.60	24,667.24	2.50%
Toll Collector	4/20/15	PART	14,500.00	14,862.50	2.50%
Toll Collector	5/4/15	PART	14,500.00	14,862.50	2.50%
Toll Collector	4/27/06	PART	16,617.00	17,032.43	2.50%

BRIDGE MONITORS - SOUTH SHORE

Bridge Monitor	10/27/08	FULL	23,524.80	24,230.54	3.00%
Bridge Monitor	6/9/03	FULL	27,185.60	27,729.31	2.00%

COMMUNICATIONS - DISPATCH

TITLE/POSITION	DATE HIRED	FULL/ PART-TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
Supervisor of Communication	11/1/96	FULL	64,500.00	64,500.00	0.00%
TAC Officer	9/25/00	FULL	46,196.80	48,044.67	4.00%
Team Leader	2/4/98	FULL	38,168.00	39,694.72	4.00%
Dispatcher	7/31/98	FULL	37,232.00	38,721.28	4.00%
Dispatcher	3/3/08	FULL	29,931.20	31,128.45	4.00%
Dispatcher	6/4/01	FULL	36,878.40	38,353.54	4.00%
Team Leader	4/23/01	FULL	37,211.20	38,699.65	4.00%
Team Leader	8/31/05	FULL	33,779.20	35,130.37	4.00%
Dispatcher	2/9/15	FULL	24,960.00	25,958.40	4.00%
Dispatcher	12/20/14	FULL	24,960.00	25,958.40	4.00%
Team Leader	2/2/04	FULL	35,256.00	36,666.24	4.00%

COMMUNICATIONS - BASCULE

Supervisor	9/26/94	FULL	49,712.00	50,706.24	2.00%
Operator	8/16/12	FULL	26,208.00	27,780.48	6.00%
Operator	10/3/08	FULL	30,430.40	31,951.92	5.00%
Operator	7/21/03	FULL	32,635.20	33,940.40	4.00%

MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL/ PART- TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
Bridge/Operation Director	11/2/95	FULL	72,342.40	72,342.40	0.00%
Maintenance Foreman	8/19/91	FULL	44,304.00	46,076.16	4.00%
Electrical Supervisor	5/6/96	FULL	57,886.40	58,754.70	1.50%
Bridge, Welding & Grounds	7/16/12	FULL	29,536.00	30,717.44	4.00%
Electronics Technician	1/30/07	FULL	40,040.00	41,641.60	4.00%
Grounds Leaderman	8/20/84	FULL	44,824.00	46,616.96	4.00%
Welding Leaderman	12/12/88	FULL	39,832.00	41,425.28	4.00%
Bridge, Welding & Grounds	8/2/04	FULL	27,560.00	28,662.40	4.00%
Electrical	10/1/01	FULL	39,000.00	40,560.00	4.00%
Bridge, Welding & Grounds	5/5/08	FULL	24,003.20	24,003.20	0.00%
S.S. Maintenance Supervisor	2/23/09	FULL	33,529.60	34,870.78	4.00%
S.S. Maintenance	10/1/02	FULL	31,054.40	32,296.58	4.00%

MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE

MAP Supervisor	1/7/86	FULL	53,830.40	55,983.62	4.00%
Operator	7/3/07	FULL	29,744.00	31,082.48	4.50%
Operator	12/8/08	FULL	27,040.00	28,121.60	4.00%
Operator	2/2/15	FULL	24,960.00	25,958.40	4.00%
Operator	3/27/14	FULL	23,920.00	24,876.80	4.00%
Operator	4/8/13	FULL	23,920.00	24,398.40	2.00%
Operator	10/1/07	FULL	31,200.00	31,824.00	2.00%

MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE

Operator	9/8/09	FULL	29,744.00	30,933.76	4.00%
----------	--------	------	-----------	-----------	-------

VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	42,286.40	43,977.86	4.00%
Mechanic	11/13/00	FULL	38,584.00	40,127.36	4.00%
Mechanic	2/21/11	FULL	23,400.00	24,453.00	4.50%